

**Figure 9
Central Corridors Comparison Matrix**

	Silver Spring to Anacostia	Georgetown to Stadium Armory	PA Ave	East Capitol
Access	75	100	75	75
Trunk	70, 71	30, 32, 34, 35, 36 X's	32, 34, 35, 36	96, 97
METRO	Yellow Green	Orange Blue	none	Orange Blue
Plans	1997 1999 2001 2003	1997 1999 2001 2003	1997 2003	none
Public	●	●	◐	◐
Growth	Gateway GA Ave Shaw Anacostia Waterfront East of the River Minnesota/ Benning	H Street	East of the River Riverwalk Anacostia Waterfront	East of the River Riverwalk
Streets	Yes	No	Yes	Yes
Riders	18,500	23,000 / 16,000	23,000	6,000

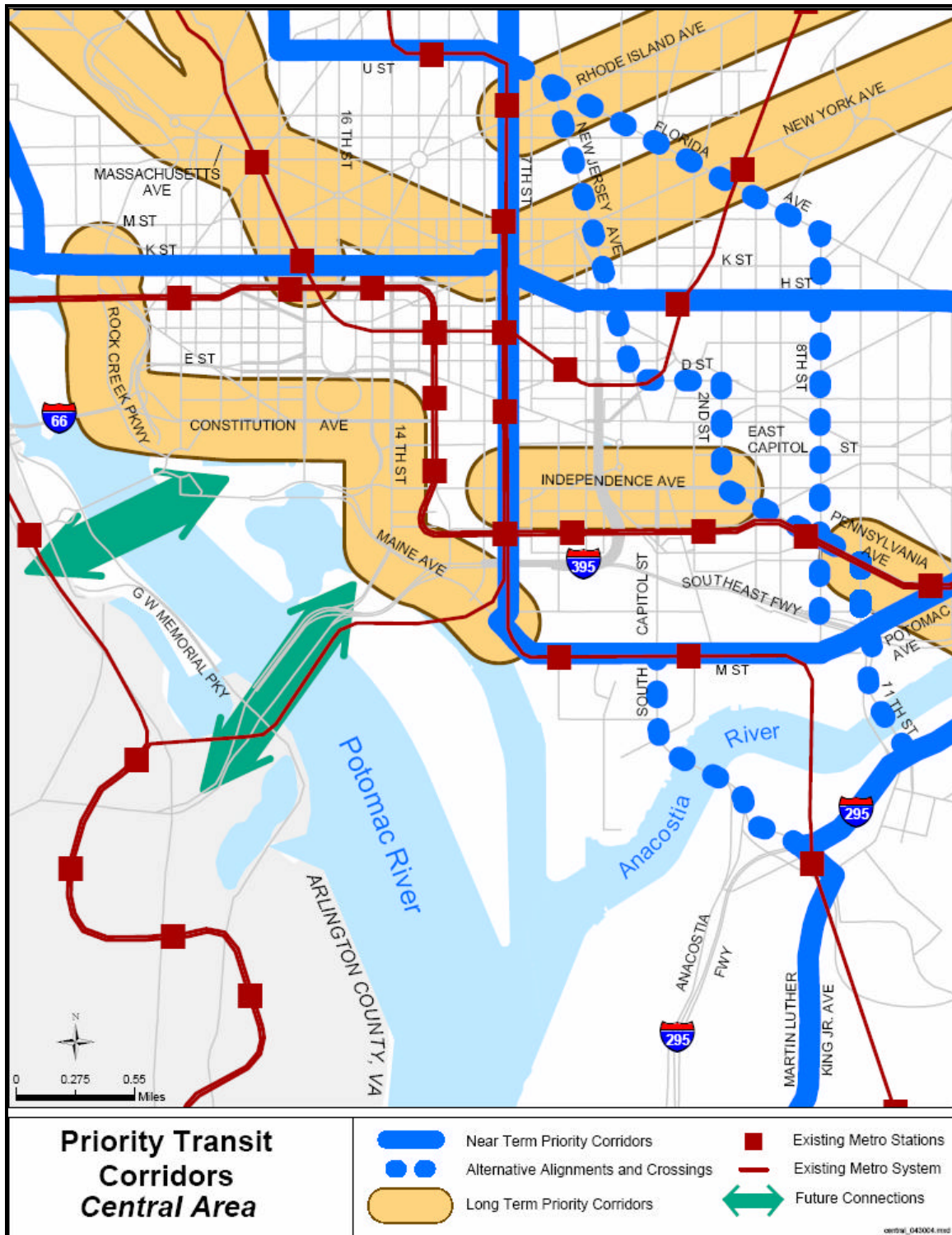
Near Term Priority Corridors

The Silver Spring to Anacostia and the Georgetown to Stadium Armory corridors currently generate a significant amount of transit ridership and have been proposed in all four previous plans. In addition, they would supplement District connectivity, support areas that have been targeted for redevelopment, as well as relieve crowding in existing Metrorail corridors.

Long Term Priority Corridors

The East Capitol Corridor generates less than a third of the ridership generated in the near term priority corridors and has never been recommended for future transit investments in previous planning work. The Pennsylvania Avenue Corridor generates significant ridership and would serve the northern end of the redevelopment projects being planned in Southeast Washington, but the more immediate redevelopment activity is anticipated near the Anacostia Metrorail Station. The land uses currently adjoining Pennsylvania Avenue in Southeast Washington have low densities, such as single family residential and parkland. In Capitol Hill and the Downtown Core, Pennsylvania Avenue is on the National Register of Historic Places, and is adjoined by some commercial, but largely government uses, with specialized traffic circulation plans in effect.

Figure 10
Central Corridors



Southeast

Potential corridors proposed southeast of the Anacostia River include:

- Anacostia Corridor Demonstration Project
- Minnesota Avenue to National Harbor
- Pennsylvania Avenue from Alabama Avenue to 7th Street and Independence

The corridors are compared in Figure 11 and shown in Figure 12.

Figure 11
Southeast Corridors Comparison

	Anacostia Corridor Demonstration Project	Minnesota Avenue to National Harbor	PA Ave
Access	50	50	75
Trunk	W9	U2	32, 34, 35, 36
METRO	none	none	none
Plans	none	2001 2003	1997 2003
Public	●	●	◐
Growth	East of the River Poplar Point Anacostia Gateway	East of the River Poplar Point Anacostia Gateway St. Elizabeth's Riverwalk	East of the River Riverwalk Anacostia Waterfront
Streets	No	No	Yes
Ridership	700	2,500	23,000

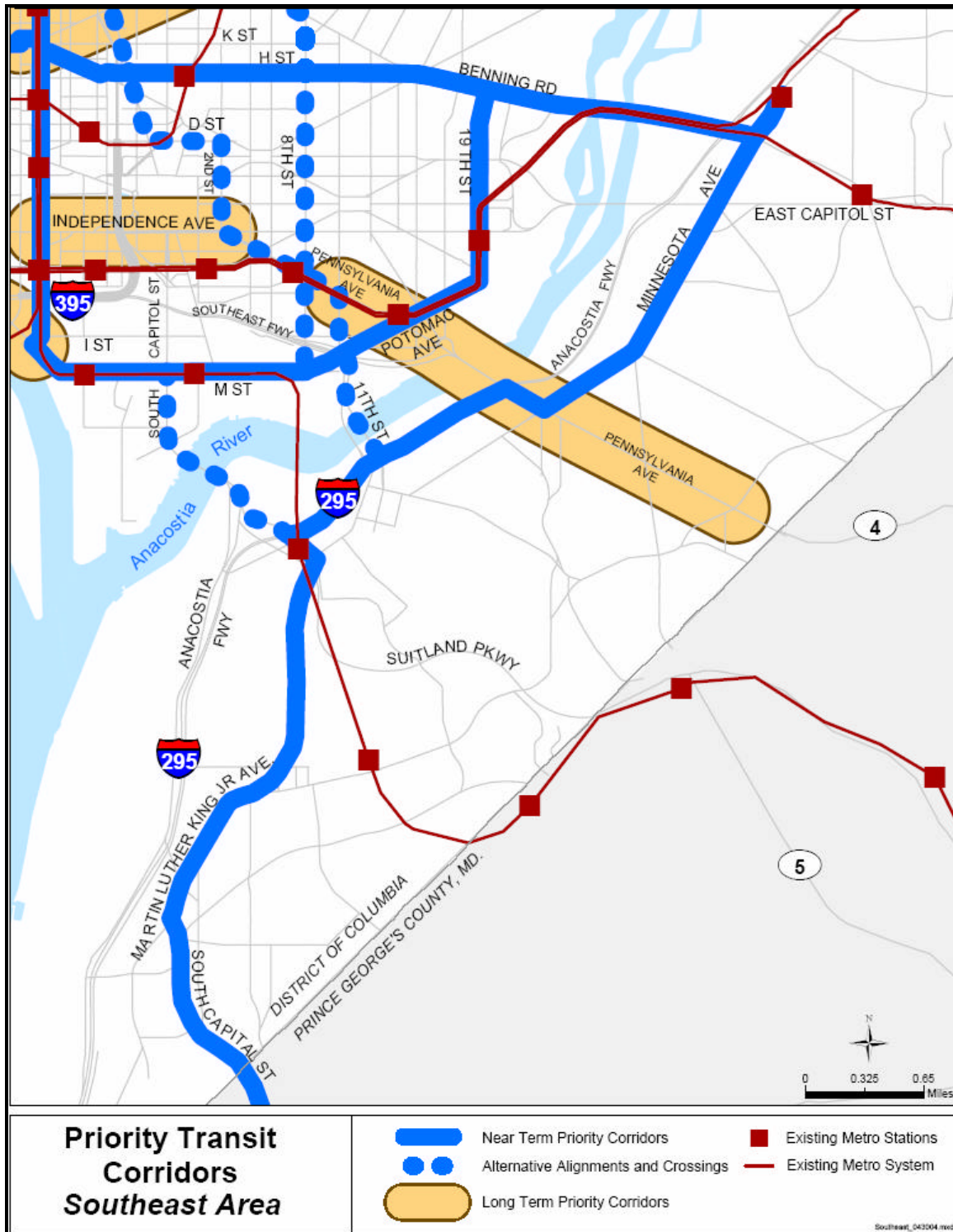
Near Term Priority Corridors

The Anacostia Corridor Demonstration Project has already been analyzed and promoted for implementation; however, it was evaluated alongside the other proposed corridors because it is a temporary service that will need to be evaluated at the end of its three year service term. The Minnesota Avenue to National Harbor corridor is difficult to gauge in terms of ridership because the existing transit network does not include a route that provides service on both streets. However, it is adjoined by commercial and single and high density residential land uses, and would directly serve many of the initiatives being proposed by the Mayor's Office and the District Office of Planning in Southeast Washington.

Long Term Priority Corridors

Pennsylvania Avenue generates a significant amount of transit ridership, but it is adjoined by low-density land uses, and development in Southeast Washington is anticipated to begin south of the corridor near the Anacostia Metrorail Station.

Figure 12
Southeast Corridors



Agency Coordination and Revisions

Based on the analysis, the following corridors were recommended for advancement into the Alternatives Analysis:

- Silver Spring to Anacostia
- Woodley Park to Stadium Armory
- Georgetown to Stadium Armory
- Minnesota Avenue to National Harbor
- Wisconsin Avenue NW
- Woodley Park to Brookland

When planners from each area of the City were convened to review the recommendations, they made the following suggestions, which were incorporated into the final system map:

Northwest

- The future system should connect more directly to Georgetown University. The Georgetown to Stadium Armory Corridor should be extended to the entrance to Georgetown University along Lower K and Canal Streets.
- The future system should provide a direct transit link to other planned transit improvements in Northern Virginia such as Columbia Pike.

North

- No change.

Northeast

- No change

Central

- The north-south connection across Capitol Hill should be advanced as a high priority transit need.
- The Florida and 8th Street Alignment Option should be compared to a different potential alignment that would travel from New Jersey Avenue to D Street, east on D to 2nd Street NE, south on 2nd Street to Pennsylvania Avenue, Pennsylvania Avenue southeast to 11th Street, and 11th Street south across the Anacostia River to connect with the Minnesota Avenue to National Harbor Corridor.

Southeast

- The 11th Street crossing should be compared to the potential for a crossing at South Capitol Street, which is currently under separate study by the District Department of Transportation.

Conclusion

Figure 13 shows the near term priority corridors, revised to reflect the comments received from agency planners, and approved by the Project Management Team on March 26, 2004. Further outreach and analysis are planned to validate the corridors; determine alignments, stops and facilities; and to determine the best vehicle technology to fit each corridor's needs.

Figure 13
Near Term Priority Corridors

